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1. The regimental PARM (Mobile Aircraft Repair Shop) is mounted on two closed trucks (of a bus type). The following equipment is installed on these trucks:

Lathe	1
Vises (for an ironworkers or fitter's operations)	3
Drilling machine	1
Oxy-acetylene welding equipment	2

This type of PARM is always located on the airfield either in a building near the hangar, or in a part of the hangar itself. If there are other structures on the airfield, a building closely adjoining the airfield area will be selected for the PARM.

Such a PARM includes the following specialists:

Lathe Operator 1

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Fitter	1
Electro-welder	1
Fitter for instrument repair	1
Tinsmith - riveter	1
Driver - electrician	1
Painter	1
Driver - mechanic	1

All the specialists are privates and sergeants. The PARM is supervised by an officer of the Engineering-Aviation Service. The regimental PARM does not have any special shops.

Regimental Technical Personnel (or section), from an assistant aircraft mechanic to an air regiment's second engineer, conduct aircraft maintenance operations only with those instruments which are located on aircraft. In good weather during aircraft maintenance periods, all aircraft are rolled out of the hangars and all of the work is conducted on "the red line" (i.e., a parking area); if the weather is rainy, the work is done inside the hangars. Each hangar has technical storerooms for the use of squadrons in which bags containing aircraft instruments as well as other maintenance equipment are stored. In the case of airfields without hangars (where the aircraft are parked out in the open) technical store rooms for squadron use are constructed out of light materials in the aircraft parking area. But if there are suitable structures already constructed near the parking area, these are used.

If there is a sufficient number of hangars on an airfield, each squadron has its own hangar. Each squadron has the following storerooms: for aircraft parts, for storage shelves, work benches, and closed lockers for storing various parts and armaments removed from aircraft as well as oil, gas, and work clothes (including coveralls). There are three regimental technical storerooms in addition to those of the squadron; one is for armaments, one for special equipment, and one for the mechanics of the command flight. These storerooms are equipped with ladders for each aircraft with which technical personnel perform aircraft maintenance; these ladders are also used by pilots in climbing into their cockpits.

There are no cranes in a regiment or regimental PARM. Cranes are installed on trucks and are found in the separate Air Technical Battalion. They are assigned for use in the regiment when the regimental engineer requires them. Brakeshoes and trestles, Kozelki, (on which an aircraft is supported while its landing gear is removed) for each aircraft are stored in hangars. However, if the airfield has hangars, each hangar will be equipped with a hoist.

5. An Aircraft Mechanic has the following instruments:

- a) Wrenches of various sizes
- b) Socket-wrenches of various sizes
- c) Pliers
- d) Wire-clippers
- e) Brake-shoes
- f) Safety wire
- g) Prober
- h) Hand lamp or movable lamp
- i) Hammer (metal)

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- j) Mallet (wooden)
- k) Screwdrivers of various sizes
- l) Voltmeter
- m) Hose with caps to be used with a compressed air cylinder
- n) Oil-gun
- o) Cramp-frames
- p) Punch
- q) Chamois
- r) Lead seals
- s) Electric lantern (pocket)

6. In addition to regimental PARM's, there are division PARM's. These are a part of the Air Army but are operationally subordinate to the divisions to which they are assigned. Division PARM's have their own field-postal number and unit designation denoting a separate, independent unit. Such a PARM is equipped with four or five trucks of which two are covered and equipped as mobile shops. The remaining trucks have trailers and are used to carry freight and the various equipment of the PARM when it moves from one base to another; these trucks also supply the PARM with materials necessary in its work. Such a PARM is equipped in the following manner:

Lathes

Milling machine

Drilling machine

Blacksmith's equipment

Fitter's equipment

Welding equipment

Carpenter's equipment

Painter's equipment

Punch Press

Instrument repair equipment

Electrical equipment and radio repair equipment

the exact quantity of the above-mentioned equipment. A PARM assigned to an air division is always located at the same airfield as the division's headquarters and is operationally subordinate to the field repair engineer. This PARM executes larger jobs than the regimental PARM but does this only when the division's senior engineer requires it. The division PARM selects a location in which it will be able to install its equipment in a building which will then function as a shop. Usually, when there are hangars on an airfield, one of these will be given to this PARM: the hangar selected for PARM use will be the one belonging to the division command. If there are no hangars, the most suitable building located close to the airfield is selected for the PARM.

The division PARM includes the following specialists:

Lathe operator

Fitters

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Military Machine Operators

Painter

Carpenter

Specialists in repairing clocks as well as other instruments

Blacksmith

Tinsmith - riveter

Welder

Specialists in repairing electrical equipment

[] classify all of the PARM's T/O according to specialties.

7. PARB's (Mobile Air Repair Base) are found only at Air Army level and during wartime. During World War II this base occupied itself with the removal of aircraft which had crashed or had crash-landed along a given area of the front, regardless of whether the downed aircraft were Soviet or enemy aircraft. In addition, the base also conducted field repairs on Soviet aircraft. At the present time, such a repair base does not exist. In its stead there is the SAM, the Stationary Air Shop. As a rule, Mobile Air Repair Bases were located in close proximity to some airfield so that aircraft which have been repaired can be ferried away.

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8. [] the T/O and T/E of a PARB. [] the PARB has a special brigade consisting of approximately 15 sergeants and three officers for the purpose of removing aircraft which had crashed or crash-landed; it also had trucks which were especially equipped for this work. When any unit's aircraft were shot down in an aerial engagement and were obliged to make a forced landing on Soviet-held territory, or when any unit's aircraft observed shot-down aircraft on the ground along their route, this was reported to the unit commander and headquarters. Such data were then included in combat reports and operational summaries which mentioned the exact location where the aircraft were shot down. On the basis of these reports and summaries, the PARB's brigade then proceeded to the indicated area where the aircraft was picked up and moved back to the base. After this, a part of the aircraft was repaired and utilized again and a part was stripped for spare parts to be used in repairing other aircraft of the same type. Enemy aircraft which were shot down were sent to the factories in the interior as junk.

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